

THE VALENTINE DEMOCRAT

I. M. RICE, Pub. labor.

VALENTINE, - NEBRASKA.

If people were as wise as they think they are the unexpected would never happen.

It is suggested that if Andrew Carnegie really fears to die rich he might hold a world's fair.

The physician who discovers the first case of perityphlitis in his patients is sure of free advertising.

There is no limit to the possibilities of a country that can have snowstorms in June and sunstrokes in January.

It may be better to give than to receive, but the girl who is trying on her engagement ring doesn't look at it that way.

Many a man thinks the world has a spite against him, when the world doesn't know that there is "any such a person."

Noah probably was the first captain of industry. At least it is only fair to suppose that he saw to the watering of the stock.

Uncle Russell Sage says he has been working for nearly seventy years. He has also put in about the same amount of time in omitting to be worked by others.

America is supposed to be the place where the Almighty Dollar is worshipped, but Americans do not bet money on the life or death of a sick man who is official head of the nation.

A statute representing a firecracker boy has been raised in one of the Chicago parks. It shows him as he is on the glorious Fourth. Now let the old maids and old bachelors raise a fund for a statue showing the firecracker boy as he appears on the Fifth.

Another woman has shot the man who refused to marry her. Just why shooting a man should make him more willing to marry, provided he survives, is not easy to understand. The man who will not wed with a whole skin is hardly likely to yearn for the woman who perforates it.

Young Alfonso's matrimonial intentions offer possibilities to our ambitious young women whose papas have made a pile in pork or sugar or steel. Considering the state of Alfonso's bank account, he should come as cheap as a French marquis and at a great deal lower figure than an English duke. Sealed bids should be sent in at once.

Buffalo and Boston day nurseries are training young girls to be nurse maids. The course in the Boston institution, occupying six months, qualifies a girl to feed and wash the baby, cook and sew for him, amuse him in various ways, and teach him morals and manners after the method of the kindergarten. The demand for these knowledgeable maidens greatly exceeds the supply, it is said. Yet it can hardly be maintained that the business of baby-tending is "a new profession for women."

The only flag ever allowed to float above the Stars and Stripes on the vessels of our navy is the church flag, a broad white streamer with a blue cross. Its presence marks one of the most impressive sights on shipboard—the sacred service held every Sunday morning, attended by all officers and men. Nearly all the denominations, in their national assemblies, have lately protested against the growing secularization of the Lord's day. In at least one branch of the government service, the navy, Sunday has gained rather than lost with the years in tokens of respect.

Most old saws are antishells full of ancient and accepted errors and one of the most ancient, the most generally accepted and the most erroneous of all is the saying that a rolling stone gathers no moss. The saying has blocked many a young man's first step to fortune and a career. Unless a man does a moderate amount of rolling he will settle in a rut and go on, forever, never rising and never improving. Opportunity must be sought. It may be that all things come to him who waits, but it comes much more quickly to him who goes out looking for it. Opportunity, like a woman, yields more readily to an ardent wooer.

Perhaps no missionary ever preached in more parts of the world than the late Bishop William Taylor of the Methodist Church, whose death has been noted recently. He went to California as a missionary along with the "forty-niners;" then he preached in Canada. Thence he went to England and the continent, visiting Egypt and the Holy Land, holding evangelistic services wherever it was possible. Later he worked in Australia, Tasmania, New Zealand, India, South Africa, the Congo region, the West Indies, and in various countries in South and Central America, thus covering every continent and the islands of the sea. He literally went into all the world, preaching the gospel.

One reason why there is apprehension in England over the possible death of King Edward is that there is little confidence in the heir apparent. The Duke of York may have king timber in him, but he has not shown it. He is an unusual sort of man and disposed to like books better than sports. He doesn't seem to have any red blood in his veins along with his blue blood. The aver-

age Britisher likes his king to be dignified, all right, but he wants him to be democratic also. That is one reason why Edward is popular. As Prince of Wales he was unconventional, social, hearty, democratic. Edward is not only democratic in his manners and tastes but in his views of things. In politics he is liberal and broadminded. He was an intense admirer of our Blaine in the latter's day and was a sympathetic follower and friend of Gladstone even when that great Englishman was unpopular at his mother's court. His vote in the House of Lords was always on the liberal side and there is no doubt he greatly aided the Boer peace negotiations. The king has been considerable of a sport in his time, but that has not hurt him much in the estimation of the English. Much is forgiven to royalty where royalty is the fashion. England's king has not given to the royal house that veneration and deep respect which Victoria commanded. It was not in him to do that. His career as prince did not fit him for playing such a part. But he has made the most of himself since he came to the throne and few kings have been more popular.

Probably the recent train robbery will set some undoubtedly brave men to declaring what they would have done if they had been on the engine or in the express car. They think they would have made a fight of it. History shows that they would not. No matter how brave a man is, he succumbs to "the drop" when it is held on him by a man who has every reason to shoot at the slightest sign of resistance. The records of far Western stage robberies show that hundreds of the coolest, bravest men on this continent—or in the world, for that matter—have ranged themselves at the side of a road while a single highwayman "went through" them. Given an even chance and any one of them would have made a battle of it. Given only a fighting chance, probably half of them would have accepted it. But to invite practically certain death is a height of bravery that is not reached in resisting highwaymen. It is attained only by soldiers in the performance of their duty, by life savers inspired by the grandest of motives and by enthusiasts—religious, political or social—who are willing to die that the cause which they advocate shall prosper. The man who is "held up" by a robber is not a coward by any means. He declines to stake his life against his valuables, for that is really the issue. Shall I risk my life for a few dollars? is the question he has to answer. There is no great principle at stake. He can achieve no great glory if he comes out of the conflict victorious; he loses his life if he suffers defeat. In such a position most men will do what the trainmen did—hold up their hands. A man can recoup his financial fortunes, but he can't rekindle the vital spark once it has been snuffed out.

One of the strangest divorce cases on record deals with Mrs. Margaret Hudson Thomas, of Brooklyn. She sued Frank L. Thomas. The meat in the case is that Frank "got mad" about something and stepped talking. They lived together, ate together, and not a word passed his lips. At table he would pull out a little tab and write: "Pass the butter," or "The meat is rare," or some other bit of information, and solemnly hand it to his wife. She stood two years of it and then left him. A good woman will suffer much to avoid scandal. She will hide shame and tears, and suffer mental and sometimes physical torture, sooner than spread her sorrow before the rude eyes of a public that sometimes smiles when it should be sympathetic. The man who punishes "his woman" by refusing to speak to her is generally a petulant, spoiled child in man's clothes, and no more fit to be at the head of a household than a baby. He plans to train up his wife, to discipline her occasionally, when the chances are that she has forgotten as much as he knows. Sometimes he punishes her by failing to give the good-by kiss at the door. It cuts her like a knife thrust, and he consults his vanity and learns that "a woman should not be allowed her own way too much. Or he refuses to speak to her, for a day, or a week, or for a period calculated to bring her to an adequate understanding of her sins and his dignity. Yes, these things really happen. Don't think because love rules in your home, and happiness is yours, that all of the men are good and all of the women sweet. If a man can't rule without becoming a stubborn ass and acting like a fool, if he can't maintain respect and affection by deserving it, he will never make his point by a system of dumb torture, which is more to be dreaded than blows.

Wearing Hats in Church.
The wearing of hats in church was a sore point with the clergy of the sixteenth and seventeenth centuries. Samuel Pepys went to church one Sunday in the reign of Charles II, and duly noted the fact in his diary, adding, with reference to the sermon, that he heard "a simple fellow on the praise of church music and exclaiming against the men wearing their hats in the church." It seems probable that men took off their hats throughout the service, but put them on again during the sermon. Early in the seventeenth century many of the clergy began to attack the custom and pleaded for more refined and becoming behavior in church. Dr. Donne, dean of St. Paul's, spoke out sternly against this practice.

An Efficient Officer.
A man who was "wanted" in Russia had been photographed in six different positions and the pictures were duly circulated among the police departments. The chief of one of these wrote to headquarters a few days after the issue of the set of portraits and stated: "Sir, I have duly received the portrait of the six miscreants whose capture is desired. I have arrested five of them and the sixth is under observation and will be secured shortly."

Smile that Saved a Life.
Some time ago a delicate though artistic girl of Naples, Ida Rizzi by name, saw a photograph of Queen Helena in which her majesty was represented in a thoughtful mood. Straightway she conceived the idea of painting a portrait of her sovereign and of beautifying it with a smile, which was wholly lacking in the photograph.

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This she did, and when her work was finished she sent it to the queen, with these words: "May her majesty smile in this manner all her life."
A few days later the child became seriously ill and the physicians decided to perform an operation on her. Meanwhile the queen had learned who had sent the painting, and the result was that a few hours before the fixed time for the operation Dr. Quirico, the court physician, entered Ida Rizzi's home with instructions from the Queen to take the best possible care of her. Soon after him came the Countess Guicciardini, one of the Queen's ladies in waiting, with a large box full of beautiful presents, among them being boxes of choice paints, brushes, engravings, a jeweled brooch and a fine portrait of little Princess Yolande, below which were written some kindly words by the queen herself.

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Axle grease—maybe you use stale lard or tallow, but the chances are you don't. Snowflake axle grease in gallon cans costs your dealer at the factory \$5.40 a dozen, but the trust sells it to the native of Greenland and Timbuctoo at \$4.50 a dozen. No, the trust is not engaged by the American missionary society to help educate the heathen by furnishing them axle grease at less than cost; but the republican protective tariff explains why the American must pay 80 per cent more than the foreigner.



There are 244 establishments, employing 9,889 glove makers, in the United States.

A crew of Italians employed on railroad work north of Marinette, Wis., struck recently on account of the mosquitoes.

Increases have been made by the Illinois Central railroad in the wages of telegraphers at certain stations and overtime granted under certain conditions.

Absolutely the newest thing in organized labor is the Greater New York Shoe Polishers' Union, No. 1, which has just been formed, with the object of regulating prices and hours. It has a membership of 800.

This is a remarkable story which comes from Massachusetts of the man who, in order to take his wife abroad to finish the training of her voice, has closed his factory and thrown 1,200 employes out of work.

A report issued by the Census Bureau on the textile industry of the United States shows that the capital invested in cotton manufacturing in the Southern States increased from \$20,413,414 in 1880 to \$62,623,729 in 1890 and to \$137,172,561 in 1900.

There is trouble brewing between the Allied Metal Mechanics and the International Brotherhood of Blacksmiths. The former want to claim jurisdiction over the blacksmiths' helpers, but the brotherhood officials refuse to look at the matter in that light.

Secretary Bramwood of the International Typographical Union, paid per capita tax on 42,144 members to the American Federation of Labor for the month of May this year. This is the largest number of members the organization has had since its foundation 50 years ago.

A feature of the new scale signed by the Republic Iron and Steel company of Pittsburgh, which has not as yet gained prominence, is that the company agreed to establish an eight-hour day in its mills wherever practicable. The officials of the Amalgamated association recognize this as a victory.

R. H. Alley of Seattle, Wash., has returned from Australia, where he says he secured \$1,500,000 capital to erect and operate a woolen mill in Seattle. The wool growers of Australia and New Zealand are interested in having a market for their product in the rapidly developing northwest. Plans include a regular line of steamships between Seattle and Australia.

An agitation for a labor temple in Chicago was launched at the last meeting of the Chicago Federation of Labor. Chicago has nearly 500 unions. Excepting the Bricklayers and Stone Masons' Union, all rent halls for their meetings and headquarters for the officials. It is estimated that a quarter of a million dollars is paid out annually in Chicago for hall rents and meeting places.

The recent convention of the International Brotherhood of Bookbinders decided to submit to referendum vote of the members a proposition for the payment of a death benefit. It also appointed a committee on a bookbinders' "home," patterned after the Printers' home at Colorado Springs. Already \$20,000 has been subscribed for the project. It is likely the institution will be situated at Colorado Springs. E. W. Tatum was re-elected international president.

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Nebraska Politics.

Excerpts From The Nebraska Independent, Lincoln, Nebraska, Made by Direction of the Populist State Central Committee

A CHALLENGE

Chairman Weber and Vice Chairman Scott Issue a Challenge to Chairman Lindsay for a Series of Joint Debates Between M. F. Harrington and J. N. Baldwin

The following letter was mailed to Chairman Lindsay of republican state central committee Monday, but to date no answer has been received. Doubtless Mr. Baldwin is a very busy man and his meetings might encroach upon his time. However, within the past few months he has been acting attorney general, acting governor, acting mayor of North Platte, manager of Dave Mercer's campaign, to say nothing of his duties as attorney for the Union Pacific and side assistance rendered Colonel Brown and the tax bureau, and being as the Omaha Bee says, a non-resident he might with propriety give less of his time toward performing purely ministerial duties and help enlighten the people of Nebraska upon the question of taxation.

Omaha, Neb., Aug. 25, 1902.—Hon. H. C. Lindsay, Chairman Republican State Committee, Lincoln, Neb.—Dear Sir: The paramount issue in the present state campaign is that of railroad taxation. The matter is being very generally discussed in the press of the state and thereby coming to be better understood. Our committee desire to have this question thoroughly presented to the people and to obtain their verdict thereon. We declare that the assessment made by the republican state administration is entirely too low and it is a flagrant injustice upon the people of this state. Your state administration contends that the railroads are taxed high enough. We know of no way in which the merits of the matter can be so well brought out as in a series of joint debates. In mere newspaper controversy many things may be said on either side which overstate the facts and would not be said in a joint debate. Where both sides are represented the statements are more likely to be accurate. We have entire confidence in our position and believe that we can convince the people of the state that on this great issue alone the republican state ticket ought to be defeated.

Of course the most acceptable way would be to arrange for a series of joint debates between our candidate for governor, Hon. W. H. Thompson, and your candidate for governor, Hon. John H. Mickey. (Our information however, is that Mr. Mickey does not profess to be a public speaker and that he was nominated with the understanding that he should make a quiet campaign and we suppose your committee would think it unfair to have him pitted against so well qualified a public speaker as Mr. Thompson. Having this in view we offer another suggestion: Hon. M. F. Harrington was chairman of the committee in the people's independent convention that wrote the populist platform and he urged the nomination of Mr. Thompson upon that platform.

Mr. Harrington went before the supreme court to assist in compelling the railroads to pay more taxes. It is generally recognized that he made an effective presentation of the people's side in that case. Your side of the contest was led by Hon. John N. Baldwin, the general attorney for the U. P. Railway company, who played the dual part of "friend of the court" and Acting Attorney General, conducting the case in behalf of the railroads and state officers against the people. In addition to performing Mr. Prout's duties Mr. Baldwin was also present at the conference wherein it was decided that Mr. Mickey should be nominated and he should, therefore, be competent to represent your side of this controversy. We take it then that no other man will typify more clearly the platform upon which your ticket asks election than Hon. John N. Baldwin. He is an accomplished and eloquent orator; the debate between Mr. Baldwin and Mr. Harrington would be between two gentlemen who are well qualified to discuss the questions and who would discuss it from a broad and intelligent standpoint. Each will represent the views of his party in this most important reform and probably no two gentlemen could be selected in the state whose personal views would more clearly portray the actual position of our respective tickets in the matter of railroad taxation.

We propose to you then that you unite with us in arranging a series of five joint debates between these gentlemen in each congressional district. This would make thirty meetings in all and no doubt such a discussion would bring out the people of the state very generally for the purpose of learning the right and wrong of the matter now uppermost in the public mind. Yours respectfully,

B. R. B. WEBER,
Chairman People's Independent Party State Central Committee.

C. B. SCOTT,
Vice Chairman Democratic State Central Committee.

An Illusion

Seated in a passenger coach in a train standing at the depot, one sometimes imagines his train has started, when, in fact, it is the train on the other track—an optical illusion most persons have experienced. It is the same with wages paid railroad employes. The engineman who averaged \$3.48 a day in 1900 got only 4 cents

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more than he did in 1893; but in 1900 he succeeded in moving the equivalent of a ton of freight 3,305,534 miles, while in 1893 his ton-mileage was 2,413,246 miles. Accordingly, for something less than \$15 additional wages for the year, he pulled the equivalent of a ton of freight 892,288 miles. In other words, he did 37 per cent more work. The wage figures given are averages for the United States, and are too low for Nebraska, where the average daily wage of an engineman was \$3.83 in 1893 and \$3.90 in 1900.

The average traffic movement accomplished by railroad employes was 139,143 ton-miles per employe in 1900 as against 107,129 in 1893. Here the average increase in efficiency is nearly 30 per cent greater than in 1893. But there is no increase of 30 per cent in the wages. Hence, the seemingly forward movement of wages is an optical illusion after all. One gets an increase of 10 per cent and is obliged to do 30 per cent more work for it. And worse still, he is obliged to pay 20 to 40 per cent more for living expenses.

ARE THEY DECEIVERS?

Some Discrepancies in the Statements Made by the Railroad Tax Bureau—Bulletins do Not Square With Interstate Commerce Commission Reports.

It will be remembered that The Independent has until lately held to the opinion that the facts and figures stated by the railroad tax bureau would be correctly stated in the bulletins "issued under authority of the railroads of Nebraska," and that the only thing to be guarded against would be the effect which large figures have on the average man. But a number of things have arisen recently which have caused The Independent to believe that Colonel Brown and his associates do not hesitate to make statements which are purposely intended to deceive. "I am not taking much interest in those tax bulletins any more," said a Lincoln newspaper man to The Independent the other day, "since Frank Harrison and Colonel Brown are doing most of the work. I know Harrison and I know Brown—and I have but little confidence in what they print."

Some weeks ago a bulletin was published in the dailies and afterward in the Western Newspaper Union ready reprints, the opening line being: "Paid Highest Railroad Tax in the United States, K. C. & O. Railway, Now a Branch of the Burlington Route, Last Year Paid Taxes Equal to Nearly 3 Per Cent of its Full Cash Value." Then followed a statement of taxes paid in each county through which the line runs. We quote the amounts in order that our readers may verify them, if they care to do so:

County	Taxes paid
Clay	1,476.60
Adams	5,085.11
Kearney	4,232.28
Phelps	4,743.55
Harlan	58.32
Fillmore	4,533.71
York	4,176.94
Polk	6,626.10
Saline	580.28
	1,331.10

Total, 193.38 miles.....\$32,843.99
Per mile.....164.62
It will be noted that no year is definitely stated, but the inference intended is that the K. C. & O. paid \$32,843.99 in taxes in the year 1901, presumably taxes for that year, in the absence of other testimony. However, the same figures are given in a former bulletin which says that the amount was taxes for the year 1900, but paid in 1901. Accordingly, if this bulletin is correct, the K. C. & O. taxes for the year 1900 were nearly \$33,000.

Now let us examine the report of the interstate commerce commission for the year ending June 30, 1900. At pages 510 and 511 we find a statement of fixed charges paid by roads in Group VII, and among the roads mentioned is the K. C. & O. The amount of taxes paid, according to this report, was \$14,700—undoubtedly being for the tax levy of 1899. Rather queer, isn't it, that the taxes the very next year should increase more than \$18,000? The assessed valuation was exactly the same both in 1899 and 1900—\$2,500 per mile, and the levy for state purposes was substantially the same both years. It hardly looks reasonable that the county and school districts levies in the ten counties should be increased so heavily if the taxes for 1900 would be 122 per cent higher than they were in 1899.

What is the explanation? Probably the K. C. & O. paid its 1899 taxes early in 1900, and its 1900 taxes in December of that year. The road may have paid \$32,843.99 taxes during the year 1900—but they were not all 1900 taxes. What are we to think—did Colonel Brown and his co-workers purposely publish the erroneous statement with malicious intent to deceive, or did they fall into a grievous error? It is evident that they did one or the other.

The assessed valuation of the K. C. & O. for 1899 and 1900 was \$676,830. An average levy of \$2.18 on each hundred dollars of valuation would raise the \$14,700 the road paid for 1899 taxes; but it would require an average levy of \$4.85 to the hundred dollars valuation to produce \$32,843.99—and that would be above the legal limit in most of the districts through which the road runs.

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In each of these ten counties go to the county clerk's office and get an accurate statement of the tax levy against this road for the years 1899, 1900, 1901, and 1902, if the last year is completed, and send to this office? See how this tallies with Colonel Brown's tax bulletin.

ANOTHER TAX BULLETIN

Trenmor Cone, in Saunders County New Era, Tells about the New Railroad Tax on Grain Shipments.

Since the United States court at Chicago issued the injunction that checked the corner of July oats and dropped the price of oats 25c per bushel in six hours there have been eighteen injunctions issued in the Chicago United States courts against speculators who were trying to corner grain or trying to force collections of profits won in corners.

This is good as long as it lasts, for if a winner cannot force the loser to pay, if the loser can go into court and settle his gambles by an injunction the game will stop for want of players. We shall see what we shall see.

On August 11 the South Nebraska Millers' club met in Lincoln and decided that the wheat crop of eastern Nebraska could not safely be handled by the mills. This means that all low grade wheat must be ground into feed for coal miners, export trade or pigs.

Let every farmer bear in mind that if he sells his poor wheat before it has become fit to handle he must pay the other fellow for putting it through "the sweat," besides other sundry profits. Why not cure it yourself in your own bins and then get what it is worth on the market.

I have this week sent samples of new wheat to Kansas City, asking what it would grade in that market. None sent will grade No. 2 hard. Most graded No. 3 hard. Two samples graded No. 4. One "no grade," too badly damaged.

The railroads, by the press, now propose to raise the freight rates on grain to Chicago 2½ cents per hundred lbs. and to reduce them on live stock. All for the benefit of the farmer we presume.

But as the farmer will this year have much grain and little stock to ship he will of course receive his customary benefits.

Estimating that Wahoo will ship 500,000 bushels of grain this year, the additional railway tax upon Wahoo farmers would be \$6,000. That's all. There are twenty other towns in Saunders county that will ship as much grain as Wahoo. This makes the small item of \$120,000 tax additional levied by the railroads upon the Saunders county grain farmers this year if our crop prospects materialize.

All this tax can be levied without consulting the men who must pay it or without the persons making the levy showing any reason to anyone why it was necessary or just to levy it.

If a politician or a party would lay a tax of \$120,000 upon the grain farmers of this county without their consent or consultation, we would demand his soul for the next world and take him out of this one.

But the above is different. To raise the freight on grain and to lower them on live stock means the eastern cities shall do the slaughtering of stock. It means that the west must keep up the east with old farmer Jones paying the freight.—Trenmor Cone, in Saunders County New Era.

Freight Reductions.

If the reform forces elect the governor and a majority of the state senators and representatives they promised to reduce freights in this state 15 per cent on hogs, cattle, sheep, hay, corn and other grain, and also flour and bran. Here is a sample of the amount that such a law would save to the people of Holt county on every shipment made from here to Omaha. On hay, 20 cents per ton; on hogs, \$5.28 per car; on cattle, \$5.69 per car; on sheep, \$2.46 for a single deck car; on corn, \$6.75 on a double deck car; on corn, \$5.76 per car; on wheat, \$6.48 per car. Will you vote to save this money and keep it home, or will you vote to send it to the railroad stockholders in New York, New England and Europe? It's up to you.—E. S. Eves, in Holt County Independent.

Trust Prices

Did you ever get that new Disston & Sons hand saw you needed in your work about the barn and sheds? Do you remember what it cost you? Well, the jobber today has to pay the trust \$18.04 a dozen for the No. 12, 24-inch size. If he expects to sell them in America, But if they are wanted to sell to subjects of the Akkoord of Swat, or to the Kafirs of South Africa, the trust will sell them for \$14.82 a dozen. The American dealer has to pay 22 per cent more than the foreigner pays. Why? Simply because the republican protective tariff enables the trust to ask it. There isn't any way of dodging, because a foreign-made saw, after the tariff was paid, would cost more than the Disston saw, even at \$18.04 a dozen.

Of Course He Would.

Some time ago we pointed out that McCormick binders could be bought cheaper in Sweden than the farmers here could buy them, whereupon the Center Outlook uses the usual republican argument that if the farmers don't like the tariff robbing laws let them go back to Sweden. Isn't that pretty argument for unjust laws? We believe Bro. Linn would uphold the highway tariff robbery if it was ten times higher. Why wouldn't he? When he is advocating the re-election of State Auditor Weston who lowered the railroad valuation three millions of dollars just to get the railroads to help elect the republican ticket.—M. M. Warner, in Lyons Mirror.

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